



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:14 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 604 Const Calendar Day: 17 Date: 21-Jun-2012 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 04:00 am 03:30 pm Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Mostly overcast

Working Day ☐ If no, explain:

Diary:

Dispute

Work description.

- Surveyed scanning control point 301 for the survey conducted from Sunday June 17th at 9:00pm to Monday June 18th ending at 5:30am with GPS equipment and the total station. The survey started at the scan control point 301 where the GPS equipment took the first measurement at 180 epochs. The GPS receiver was set on a tribrach and tripod to maximize the accuracy of the measurement.

The next task was to check the GPS horizontal coordinates with TWL270 using the total station. Also this was the first leg of the reciprocal trig level for control point 301. To reiterate scan control point 301 is located at the top of the erection tower to the west. Once this task was completed I proceeded to take a shot from TWL270 to scan control points 301 and JA1001. The measure rounds feature was utilized where three direct and reverse shots are taken of each control point.

The survey began at 4:55am where the ambient temperature was 48F at the top of the erection tower. The corresponding atmospheric pressure was 29.85"Hg. The wind speed was measured from the west north west direction at 5mph. The planetary index or K-value during the time of the GPS measurements was 0 with a 24hr max of 1. The official time of sunrise was 5:48am per weather.com. During the survey the atmospheric conditions before and after sunrise were overcast. The survey was completed at 6:10am which is just a few minutes after the official sunrise time. However the overcast skies had prevented the rapid heating of the bridge steel. Steel temperatures were taken after the survey was completed where the OBG near W2 was 52F and the North Sidespan cable was 50F respectively.

- Attended weekly SAS Safety Tailgate meeting at 8:00am.

- Wrote an email to OSC equipment manager Todd Harris regarding the request of additional prisms and tripods.

- Surveyed the following OBG punchmarks placed over the E2 cap for the E2 Shear Key and Bearing survey requested by TY-Lin designer Hyat Tazir:

EPP118CL	EPP118N	CB18E118	CB18W118
EPP119CL	EPP119N	-	CB18W119
EPP120CL	EPP120N	CB18E120	CB18W120

GPS equipment was used to establish and verify the project coordinates on scan points 302, 303 (EPP111S), and 305 (WPP108S). Also OBG punchmark EPP119N was measured with the GPS equipment. As before each measurement was taken at 180 epochs while the GPS receiver was set on a tribrach and tripod. The survey was done approximately from 9:00am to 12:30pm since the conditions



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were overcast.

The ambient temperature was consistently 55F at during the survey. The corresponding atmospheric pressure was 29.95"Hg. The wind speed was measured from the west north west direction at 5mph. The planetary index or K-value during the time of the GPS measurements was 1 with a 24hr max of 1. The maximum steel temperature taken of the OBG within this vicinity was 68F respectively.

- Began to process the data gathered today and from previous days related to the pre load transfer scanning survey, and the E2 Shear Key/Bearing surveys.